IN THE CLAIMS

1. (Currently amended) A power transmission drive comprising a synchronous drive for an internal combustion engine, with which a rotating angle between a driven member and a drive member can be detected, wherein a member of the power transmission drive includes an electronic controller which interacts with a control system of the internal combustion engine, wherein a sensor, comprising a transducer, detects an oscillating angle deviation, a rotating angle deviation, an irregularity in rpm, or a correcting movement between the driven member and the drive member and sends a signal to the controller, which calculates a control parameter, wherein upon detection of a defined limit value being exceeded, the controller initiates an emergency program that enables operation ~~changes an operating power level~~ of the internal combustion engine at ~~from an existing power level to~~ a lower power level, wherein a free engine clutch is allocated to the driven member or the drive member and protects the power transmission drive for an accelerated angular velocity of the power transmission drive, and the controller is provided with a fault memory that is adapted to detect both limit value-exceeding measurement values and measurement values that correspond to a tolerance array set for the defined limit value, for predicting an imminent failure of the free engine clutch ~~that is lower than the existing power level~~.

2. (Canceled).

3. (Previously presented) Device according to claim 1, wherein, for forming a coupled drive, a power transmission means of the power transmission drive is connected to a running wheel of the power transmission drive acting as a control drive for the internal combustion engine.

4. (Currently amended) Device according to claim 3, wherein the power transmission drive includes, as a drive member, a fuel pump, which, in connection with an associated sensor, the controller, and [[a]] the free engine clutch, prevents operation of the internal combustion engine above the lower power level for a disruption in a function of the fuel pump.

5. (Currently amended) Device according to claim 3, wherein [[a]] the free engine clutch is arranged in a running wheel between an inner ring locked in rotation with a pump shaft and an outer ring of the running wheel.

6. (Previously presented) Device according to claim 4, wherein the free engine clutch is inserted within a housing of the fuel pump and connects to two journals of the pump, which is a high-pressure pump.

7. (Currently amended) Device according to claim [[2]] 1, wherein the free engine clutch comprises a clamping body free-wheel or a clamping roller free-wheel.

8. (Previously presented) Device according to claim 1, wherein the sensor is allocated to a unit of the power transmission drive.

9. (Previously presented) Device according to claim 1, wherein after an oscillating angle deviation, rotating angle deviation, or irregularity in rpm set as a limit value has been exceeded, the controller triggers an acoustic and/or optical signal.

10. (Canceled).

11. (Original) Device according to claim 1, wherein the measurement of the rotating angle deviation between the drive member and the driven member is taken for a warm-running internal combustion engine.

12. (Currently amended) Device according to claim 1, wherein, in an operating state of the internal combustion engine, in connection with the at least one sensor and the controller, a continuous comparison of the measurement values is performed by the controller for determining an oscillating angle deviation, an irregularity in rpm, or a rotating angle deviation between the driven member and the drive member.

13. (Previously presented) Device according to claim 1, wherein the power transmission means for the power transmission drive comprises a toothed belt.

14. (Previously presented) Device according to claim 1, wherein a tensioning device is allocated to a loose section of the power transmission drive.

15. (Previously presented) Device according to claim 4, wherein the fuel pump, which is pivotally supported against a spring element simultaneously acts as a tensioning device of the power transmission drive.

16. (Previously presented) Device according to claim 1, wherein the power transmission drive includes a starter generator, with which the internal combustion engine is started in a start mode, and the internal combustion engine drives the power transmission drive in a generator mode.

17. (Previously presented) Device according to claim 8, wherein the unit of the

power transmission drive comprises one of a tensioning device, a camshaft adjuster, a deflection roller or a water pump.